

As a Court Martial held on board the *Victor* Emanuel—day, W. Lane, A.B., of the *Leander*, was tried for striking the Master-at-arms of that vessel, and sentenced to twelve months' imprisonment. Capt. MacLeod, of the *Palais*, was president of the Court.

THE FREEMASONRY OF THE EASTERN ARCH-PELAGO has in contemplation the presentation of a portrait to the District Grand Master, H. E. Sir Charles Warren, on his leaving the district in April.

One of the most remarkable sights during the Chinese New Year holidays at Kuala Lumpur, says the *Singapore Free Press*, was the immense quantity of tin slabs stored in the premises of the Chinese tin awaiting export, the estimated value of which was not less than \$200,000.

HONGKONG AND WHAMPOA DOCK COMPANY.

The ordinary annual meeting of the Hongkong and Whampoa Dock Company was held at the offices of the company this afternoon. Mr. H. Hopkiss, (Chairman of the Company) presided, and there were also present: Messrs J. S. Van Buren, G. B. Dodwell, O. Jantzen, J. Kramer, Hon. J. J. Kewick, (Director); G. Murray Bain, J. M. G. Manok, E. Jones Hughes, A. G. Wood, J. McCallum, and Mr. D. Gillies (Secretary).

The Chairman said—Gentlemen, you will no doubt have perused the Report and accounts for the past half year now before you, and I trust found them satisfactory, although our earnings have been somewhat smaller than during the previous six months, which were exceptionally good. We propose to pay you again a dividend of 7 per cent, which is a substantial sum from the value of Kowloon and Cosmopolitan Docks, and carry forward \$3,974.46 to new account with a view to make sure of an equally good dividend for the current half year. The Admiralty Loan amounting to £15,348.18 has been adjusted at the exchange of 2/3d, involving a loss of \$431.88, which has been charged to Revenue account, and unless a reaction takes place in the gold value of our currency, we shall not require a further provision in our next accounts, I am sorry to say. The cost of material on hand stands at \$70,000 higher than six months ago, as we have added considerably to our stocks during the period under review, and as we shall not require any further large supplies for some time to come, we expect to be able to reduce our local loans again before long. I may mention that this stock of material has been carried forward at its original cost, and as a large quantity of it was laid down here when the dollar was worth over 3s, it now represents a most valuable asset of our company and enables us to serve our customers on very moderate terms. I do not think that I have anything further to add to the Report and accounts, but before proposing their adoption, I will be glad to answer any questions which you may wish to put with reference to the same.

On the motion of the Chairman, seconded by Mr. Murray Bain, the report and accounts were unanimously adopted.

The next business was the re-election of the retiring Directors, Messrs Hopkiss and D. B. Sarnson.

Mr. Wood proposed the re-election of these gentlemen and was seconded by Mr. Jones Hughes.

The proposal was adopted *non con.*

On the motion of the Chairman, seconded by Mr. McCallum, the Hon. J. J. Kewick was unanimously elected to fill the vacancy in the Board of Directors caused by the departure of Mr. J. B. Irving.

Messrs T. Arnold and G. B. Bird were unanimously elected auditors, on the motion of the Chairman, seconded by Mr. Van Buren.

This concluded the business.

THE COLLISION OFF BREAKER POINT.

NAVAL COURT OF INQUIRY.
At the Harbour Master's Office this morning a Naval Court of Inquiry sat for the purpose of making inquiries respecting the circumstances connected with the collision between the British steamer *Hongkong* and an unknown vessel, whereby the former sustained material damage. The Court was constituted as follows:—Commander R. M. Ramsey, R.N., Sipsidary Magistrate (President); Staff-Commander Salby Lillburn, R.N., H.M.S. *Victor Emanuel*; Mr. J. R. Hill, master, steamer *Tacoma*; Mr. D. A. de Ste. Croix, master, steamer *Wing-sang*; and Mr. H. Deas, master, steamer *Tachion*.

Charles James Derby, stated—I am master of the steamer *Hongkong*, and hold a master's certificate. I have been in command for sixteen months. We left Hongkong on February 7, light, in ballast, bound for Shanghai. Leaving here at daylight we proceeded all well till 9.30 p.m. that day when Breaker Point was ahead, distance 4 miles N.W. by W. I then wrote the night order book, course E. by N. N. compass, and to call me the Lamook light bore N.E. by N. by compass. I then retired to the cabin room till mid time as I was called to alter the course. About 11.15, I was woken by the ship breaking off, and hearing the telegraph at the same time. I rushed on deck, and saw in the darkness a vessel across our bows. We had moderate moonlight up to Breaker Point, at this point the sea began to increase, and at the time of the collision it was blowing moderate gale. I did not know there had been a collision when I rushed on deck. I noticed the telegraph was at stop, and seeing the vessel across our bows I naturally put the telegraph in full speed astern, at the same time ringing out for the second officer, who was in the cabin. He had gone down the port ladder to call me, whilst I was on the starboard ladder. I did not grasp the situation at first, and when I saw the other vessel did I saw our ship went astern. We were heading E.S.E. When seeing her ahead I sent for the chief officer, who went forward to see what damage was done. Then I lost sight of the other steamer. All her lights were shut off, and he had no lights showing astern. The ship was labouring very heavily, and it was impossible to stand on deck. The sea was on our beam. I kept going ahead slowly as to bring her up to the sea. A few minutes afterwards about 9 or 10 minutes after we had crossed our bows

we again saw her red light about N.E. from us forward of our starboard head. She burned blue light. I stopped my engines, and answered her light. Her mainmast and side lights then shut out about 15 minutes after the collision, and we saw no more of her. She was on our starboard beam when we last saw the light; she did not drop astern of us. At the time she was burning the blue light, the chief officer came up and reported that there was 11 feet of water in the fore peak and that there was wreckage hanging to our bows. We afterwards learned this was a mistake; it was our bows that were twisted. I told him to go forward and do what was necessary to secure the bulkhead, and also to take the chief engineer. My whole anxiety up to this time was about the other ship, but after losing sight of her I went forward and examined the damage to my own ship; without knowing the whole extent. I at once saw that the damage was most serious. To examine her I got the ship put before the wind. It was about 1 o'clock when we found we could not reduce the water in the fore peak. I went forward several times to see how the damage was progressing. At about 2 o'clock, failing to see anything of the other vessel, I consulted with my officers, and resolved to make for Hongkong. The chief officer and I were both of opinion that the other ship had gone on.

Chief Officer. Dear Sir, I have examined the damage to the bows of your vessel caused by the collision. I have also examined the bulkhead forward of the fore peak, and from the 30 feet mark to the 16 feet mark, broken and lost, the plates, frames and stringers at the same part are torn away for a distance of 5 feet; and from the 16 feet mark down to the 4 feet mark, the plates are fractured and bent, the remaining part of the stem from the 4 feet mark down to the 2 feet mark is fractured and bent, the remaining part of the stem from the 2 feet mark down to the 1 foot mark is fractured and bent, and the remaining part of the stem from the 1 foot mark down to the 0 feet mark is fractured and bent.

Chief Officer. Dear Sir, I have examined the damage to the bows of your vessel caused by the collision. I have also examined the bulkhead forward of the fore peak, and from the 30 feet mark to the 16 feet mark, broken and lost, the plates, frames and stringers at the same part are torn away for a distance of 5 feet; and from the 16 feet mark down to the 4 feet mark, the plates are fractured and bent, the remaining part of the stem from the 4 feet mark down to the 2 feet mark is fractured and bent, the remaining part of the stem from the 2 feet mark down to the 1 foot mark is fractured and bent, and the remaining part of the stem from the 1 foot mark down to the 0 feet mark is fractured and bent.

Chief Officer. Dear Sir, I have examined the damage to the bows of your vessel caused by the collision. I have also examined the bulkhead forward of the fore peak, and from the 30 feet mark to the 16 feet mark, broken and lost, the plates, frames and stringers at the same part are torn away for a distance of 5 feet; and from the 16 feet mark down to the 4 feet mark, the plates are fractured and bent, the remaining part of the stem from the 4 feet mark down to the 2 feet mark is fractured and bent, the remaining part of the stem from the 2 feet mark down to the 1 foot mark is fractured and bent, and the remaining part of the stem from the 1 foot mark down to the 0 feet mark is fractured and bent.

Chief Officer. Dear Sir, I have examined the damage to the bows of your vessel caused by the collision. I have also examined the bulkhead forward of the fore peak, and from the 30 feet mark to the 16 feet mark, broken and lost, the plates, frames and stringers at the same part are torn away for a distance of 5 feet; and from the 16 feet mark down to the 4 feet mark, the plates are fractured and bent, the remaining part of the stem from the 4 feet mark down to the 2 feet mark is fractured and bent, the remaining part of the stem from the 2 feet mark down to the 1 foot mark is fractured and bent, and the remaining part of the stem from the 1 foot mark down to the 0 feet mark is fractured and bent.

Chief Officer. Dear Sir, I have examined the damage to the bows of your vessel caused by the collision. I have also examined the bulkhead forward of the fore peak, and from the 30 feet mark to the 16 feet mark, broken and lost, the plates, frames and stringers at the same part are torn away for a distance of 5 feet; and from the 16 feet mark down to the 4 feet mark, the plates are fractured and bent, the remaining part of the stem from the 4 feet mark down to the 2 feet mark is fractured and bent, the remaining part of the stem from the 2 feet mark down to the 1 foot mark is fractured and bent, and the remaining part of the stem from the 1 foot mark down to the 0 feet mark is fractured and bent.

Chief Officer. Dear Sir, I have examined the damage to the bows of your vessel caused by the collision. I have also examined the bulkhead forward of the fore peak, and from the 30 feet mark to the 16 feet mark, broken and lost, the plates, frames and stringers at the same part are torn away for a distance of 5 feet; and from the 16 feet mark down to the 4 feet mark, the plates are fractured and bent, the remaining part of the stem from the 4 feet mark down to the 2 feet mark is fractured and bent, the remaining part of the stem from the 2 feet mark down to the 1 foot mark is fractured and bent, and the remaining part of the stem from the 1 foot mark down to the 0 feet mark is fractured and bent.

Chief Officer. Dear Sir, I have examined the damage to the bows of your vessel caused by the collision. I have also examined the bulkhead forward of the fore peak, and from the 30 feet mark to the 16 feet mark, broken and lost, the plates, frames and stringers at the same part are torn away for a distance of 5 feet; and from the 16 feet mark down to the 4 feet mark, the plates are fractured and bent, the remaining part of the stem from the 4 feet mark down to the 2 feet mark is fractured and bent, the remaining part of the stem from the 2 feet mark down to the 1 foot mark is fractured and bent, and the remaining part of the stem from the 1 foot mark down to the 0 feet mark is fractured and bent.

Chief Officer. Dear Sir, I have examined the damage to the bows of your vessel caused by the collision. I have also examined the bulkhead forward of the fore peak, and from the 30 feet mark to the 16 feet mark, broken and lost, the plates, frames and stringers at the same part are torn away for a distance of 5 feet; and from the 16 feet mark down to the 4 feet mark, the plates are fractured and bent, the remaining part of the stem from the 4 feet mark down to the 2 feet mark is fractured and bent, the remaining part of the stem from the 2 feet mark down to the 1 foot mark is fractured and bent, and the remaining part of the stem from the 1 foot mark down to the 0 feet mark is fractured and bent.

Chief Officer. Dear Sir, I have examined the damage to the bows of your vessel caused by the collision. I have also examined the bulkhead forward of the fore peak, and from the 30 feet mark to the 16 feet mark, broken and lost, the plates, frames and stringers at the same part are torn away for a distance of 5 feet; and from the 16 feet mark down to the 4 feet mark, the plates are fractured and bent, the remaining part of the stem from the 4 feet mark down to the 2 feet mark is fractured and bent, the remaining part of the stem from the 2 feet mark down to the 1 foot mark is fractured and bent, and the remaining part of the stem from the 1 foot mark down to the 0 feet mark is fractured and bent.

Chief Officer. Dear Sir, I have examined the damage to the bows of your vessel caused by the collision. I have also examined the bulkhead forward of the fore peak, and from the 30 feet mark to the 16 feet mark, broken and lost, the plates, frames and stringers at the same part are torn away for a distance of 5 feet; and from the 16 feet mark down to the 4 feet mark, the plates are fractured and bent, the remaining part of the stem from the 4 feet mark down to the 2 feet mark is fractured and bent, the remaining part of the stem from the 2 feet mark down to the 1 foot mark is fractured and bent, and the remaining part of the stem from the 1 foot mark down to the 0 feet mark is fractured and bent.

Chief Officer. Dear Sir, I have examined the damage to the bows of your vessel caused by the collision. I have also examined the bulkhead forward of the fore peak, and from the 30 feet mark to the 16 feet mark, broken and lost, the plates, frames and stringers at the same part are torn away for a distance of 5 feet; and from the 16 feet mark down to the 4 feet mark, the plates are fractured and bent, the remaining part of the stem from the 4 feet mark down to the 2 feet mark is fractured and bent, the remaining part of the stem from the 2 feet mark down to the 1 foot mark is fractured and bent, and the remaining part of the stem from the 1 foot mark down to the 0 feet mark is fractured and bent.

Chief Officer. Dear Sir, I have examined the damage to the bows of your vessel caused by the collision. I have also examined the bulkhead forward of the fore peak, and from the 30 feet mark to the 16 feet mark, broken and lost, the plates, frames and stringers at the same part are torn away for a distance of 5 feet; and from the 16 feet mark down to the 4 feet mark, the plates are fractured and bent, the remaining part of the stem from the 4 feet mark down to the 2 feet mark is fractured and bent, the remaining part of the stem from the 2 feet mark down to the 1 foot mark is fractured and bent, and the remaining part of the stem from the 1 foot mark down to the 0 feet mark is fractured and bent.

from Japan to Hongkong. I have a telegram from Japan, to the effect that the *St. Joseph* left Yokohama with 2450 tons of coal at 3 o'clock on the 3rd Feb. The usual voyage is 5 days or 6 days and a fraction. She has not arrived. I received a telegram from the agent in Japan by the *Yamato* stating that a letter had been despatched to me on the 3rd February. That letter has not come to hand, neither have I received the press copy which is invariably sent by the next steamer. The *St. Joseph* should have brought the original.

Thomas Weston, second officer of the *Hongkong*, stated—I hold a master's certificate 103,707. Liverpool, 1874. I have been on the *Hongkong* about five months. On the night of the 8th Feb., I took first watch. The captain left orders to call him at Breaker Point, which we did, and he asked me what I supposed had become of the other vessel, and seeing nothing of her and hearing no explosion I concluded there was nothing wrong. In my opinion, the ship could have been done, taking all the circumstances into account, for the safety of the other ship. We stood by the spot for about two hours. We never went full speed until the ship was headed for Hongkong. Considering the condition of our own vessel I considered the most prudent thing was to run for Hongkong.

On the night of the 8th Feb., I took first watch. The captain left orders to call him at Breaker Point, which we did, and he asked me what I supposed had become of the other vessel, and seeing nothing of her and hearing no explosion I concluded there was nothing wrong. In my opinion, the ship could have been done, taking all the circumstances into account, for the safety of the other ship. We stood by the spot for about two hours. We never went full speed until the ship was headed for Hongkong. Considering the condition of our own vessel I considered the most prudent thing was to run for Hongkong.

On the night of the 8th Feb., I took first watch. The captain left orders to call him at Breaker Point, which we did, and he asked me what I supposed had become of the other vessel, and seeing nothing of her and hearing no explosion I concluded there was nothing wrong. In my opinion, the ship could have been done, taking all the circumstances into account, for the safety of the other ship. We stood by the spot for about two hours. We never went full speed until the ship was headed for Hongkong. Considering the condition of our own vessel I considered the most prudent thing was to run for Hongkong.

On the night of the 8th Feb., I took first watch. The captain left orders to call him at Breaker Point, which we did, and he asked me what I supposed had become of the other vessel, and seeing nothing of her and hearing no explosion I concluded there was nothing wrong. In my opinion, the ship could have been done, taking all the circumstances into account, for the safety of the other ship. We stood by the spot for about two hours. We never went full speed until the ship was headed for Hongkong. Considering the condition of our own vessel I considered the most prudent thing was to run for Hongkong.

On the night of the 8th Feb., I took first watch. The captain left orders to call him at Breaker Point, which we did, and he asked me what I supposed had become of the other vessel, and seeing nothing of her and hearing no explosion I concluded there was nothing wrong. In my opinion, the ship could have been done, taking all the circumstances into account, for the safety of the other ship. We stood by the spot for about two hours. We never went full speed until the ship was headed for Hongkong. Considering the condition of our own vessel I considered the most prudent thing was to run for Hongkong.

On the night of the 8th Feb., I took first watch. The captain left orders to call him at Breaker Point, which we did, and he asked me what I supposed had become of the other vessel, and seeing nothing of her and hearing no explosion I concluded there was nothing wrong. In my opinion, the ship could have been done, taking all the circumstances into account, for the safety of the other ship. We stood by the spot for about two hours. We never went full speed until the ship was headed for Hongkong. Considering the condition of our own vessel I considered the most prudent thing was to run for Hongkong.

On the night of the 8th Feb., I took first watch. The captain left orders to call him at Breaker Point, which we did, and he asked me what I supposed had become of the other vessel, and seeing nothing of her and hearing no explosion I concluded there was nothing wrong. In my opinion, the ship could have been done, taking all the circumstances into account, for the safety of the other ship. We stood by the spot for about two hours. We never went full speed until the ship was headed for Hongkong. Considering the condition of our own vessel I considered the most prudent thing was to run for Hongkong.

On the night of the 8th Feb., I took first watch. The captain left orders to call him at Breaker Point, which we did, and he asked me what I supposed had become of the other vessel, and seeing nothing of her and hearing no explosion I concluded there was nothing wrong. In my opinion, the ship could have been done, taking all the circumstances into account, for the safety of the other ship. We stood by the spot for about two hours. We never went full speed until the ship was headed for Hongkong. Considering the condition of our own vessel I considered the most prudent thing was to run for Hongkong.

On the night of the 8th Feb., I took first watch. The captain left orders to call him at Breaker Point, which we did, and he asked me what I supposed had become of the other vessel, and seeing nothing of her and hearing no explosion I concluded there was nothing wrong. In my opinion, the ship could have been done, taking all the circumstances into account, for the safety of the other ship. We stood by the spot for about two hours. We never went full speed until the ship was headed for Hongkong. Considering the condition of our own vessel I considered the most prudent thing was to run for Hongkong.

On the night of the 8th Feb., I took first watch. The captain left orders to call him at Breaker Point, which we did, and he asked me what I supposed had become of the other vessel, and seeing nothing of her and hearing no explosion I concluded there was nothing wrong. In my opinion, the ship could have been done, taking all the circumstances into account, for the safety of the other ship. We stood by the spot for about two hours. We never went full speed until the ship was headed for Hongkong. Considering the condition of our own vessel I considered the most prudent thing was to run for Hongkong.

On the night of the 8th Feb., I took first watch. The captain left orders to call him at Breaker Point, which we did, and he asked me what I supposed had become of the other vessel, and seeing nothing of her and hearing no explosion I concluded there was nothing wrong. In my opinion, the ship could have been done, taking all the circumstances into account, for the safety of the other ship. We stood by the spot for about two hours. We never went full speed until the ship was headed for Hongkong. Considering the condition of our own vessel I considered the most prudent thing was to run for Hongkong.

On the night of the 8th Feb., I took first watch. The captain left orders to call him at Breaker Point, which we did, and he asked me what I supposed had become of the other vessel, and seeing nothing of her and hearing no explosion I concluded there was nothing wrong. In my opinion, the ship could have been done, taking all the circumstances into account, for the safety of the other ship. We stood by the spot for about two hours. We never went full speed until the ship was headed for Hongkong. Considering the condition of our own vessel I considered the most prudent thing was to run for Hongkong.

On the night of the 8th Feb., I took first watch. The captain left orders to call him at Breaker Point, which we did, and he asked me what I supposed had become of the other vessel, and seeing nothing of her and hearing no explosion I concluded there was nothing wrong. In my opinion, the ship could have been done, taking all the circumstances into account, for the safety of the other ship. We stood by the spot for about two hours. We never went full speed until the ship was headed for Hongkong. Considering the condition of our own vessel I considered the most prudent thing was to run for Hongkong.

On the night of the 8th Feb., I took first watch. The captain left orders to call him at Breaker Point, which we did, and he asked me what I supposed had become of the other vessel, and seeing nothing of her and hearing no explosion I concluded there was nothing wrong. In my opinion, the ship could have been done, taking all the circumstances into account, for the safety of the other ship. We stood by the spot for about two hours. We never went full speed until the ship was headed for Hongkong. Considering the condition of our own vessel I considered the most prudent thing was to run for Hongkong.

the captain that if he wished me to go I would go in a boat to the other ship. At the same time I did not think it was possible to put off a boat. When I looked over the bow I saw what I thought was a large piece of timber, but it must have been the hull I saw.

The President—The mystery of the whole thing is what became of the other ship, and that, unfortunately, is what we cannot get any information upon. You all saw the lights, but nobody seems to have taken any special notice of the other vessel. Everybody interested seems to have been looking at the ship.

Witness (resumes)—When I came on deck again our ship was headed north and was going slow. Had you any consultation about the other ship with the captain?—Yes. The captain asked me what I supposed had become of the other vessel, and seeing nothing of her and hearing no explosion I concluded there was nothing wrong.

In your opinion, was anything done that could have been done, taking all the circumstances into account, for the safety of the other ship?—We stood by the spot for about two hours. We never went full speed until the ship was headed for Hongkong.

What was all the assistance given to this ship—burning a blue light, putting a light over astern and under the mainmast?—We thought if she was a sinking ship she would have made a signal. If she was a sinking ship she would have made a signal.

What was the assistance given to this ship—burning a blue light, putting a light over astern and under the mainmast?—We thought if she was a sinking ship she would have made a signal. If she was a sinking ship she would have made a signal.

What was the assistance given to this ship—burning a blue light, putting a light over astern and under the mainmast?—We thought if she was a sinking ship she would have made a signal. If she was a sinking ship she would have made a signal.

What was the assistance given to this ship—burning a blue light, putting a light over astern and under the mainmast?—We thought if she was a sinking ship she would have made a signal. If she was a sinking ship she would have made a signal.

What was the assistance given to this ship—burning a blue light, putting a light over astern and under the mainmast?—We thought if she was a sinking ship she would have made a signal. If she was a sinking ship she would have made a signal.

What was the assistance given to this ship—burning a blue light, putting a light over astern and under the mainmast?—We thought if she was a sinking ship she would have made a signal. If she was a sinking ship she would have made a signal.

What was the assistance given to this ship—burning a blue light, putting a light over astern and under the mainmast?—We thought if she was a sinking ship she would have made a signal. If she was a sinking ship she would have made a signal.

What was the assistance given to this ship—burning a blue light, putting a light over astern and under the mainmast?—We thought if she was a sinking ship she would have made a signal. If she was a sinking ship she would have made a signal.

What was the assistance given to this ship—burning a blue light, putting a light over astern and under the mainmast?—We thought if she was a sinking ship she would have made a signal. If she was a sinking ship she would have made a signal.

What was the assistance given to this ship—burning a blue light, putting a light over astern and under the mainmast?—We thought if she was a sinking ship she would have made a signal. If she was a sinking ship she would have made a signal.

What was the assistance given to this ship—burning a blue light, putting a light over astern and under the mainmast?—We thought if she was a sinking ship she would have made a signal. If she was a sinking ship she would have made a signal.

HONGKONG CORINTHIAN SAILING CLUB.
The weekly race of the Sailing Club took place yesterday, under very trying circumstances. Light and fog prevailed generally throughout the race, and robbed it of its interest to a certain extent. In the second-class race a protest was lodged by the *Sheila* against the *Seabreeze* for a foul at the first mark boat.

Appended are details of the racing:—
First Class.
Ladybird.....Wilkinson
Payne.....Royal Engineers
Stella.....Royal Artillery
Sheila.....Royal Artillery
Seabreeze.....Royal Artillery

The *Payne* was over the line first, followed by the *Peter*, *Dart*, *Stella*, and *Ladybird*. It was a run to the first mark, which the *Payne* rounded first, followed by the *Peter*, *Dart*, *Ladybird*, and *Stella*. Working to windward to the Mine-land Buoy, the *Dart* at once went ahead as she always does in light airs, and the *Ladybird* managed to pass her, though the latter again passed her, and went round the Mine-land Buoy, the *Stella* fourth and the *Peter* last. These positions remained unaltered to the Chung Lee mark boat, the second time, and then it was a run home. The three leaders—*Dart*, *Payne*, *Ladybird*—chose the Hongkong shore, thinking the wind was stronger there, but the remainder of the fleet went over towards Kowloon to look for the easterly breeze. Subsequent developments proved that they had taken the better course, for the *Payne*, *Ladybird*, and *Stella* were heading a fine reach for home. The result was an easy win for the *Stella*. Times:—

Stella (40 marks).....2 45
Dart (40 marks).....2 44
Peter (40 marks).....2 50
Payne (40 marks).....2 58
Ladybird (40 marks).....2 58
The total marks now stand:—
Payne.....45 marks
Stella.....26
Peter.....18
Ladybird.....8

SECOND CLASS.
Kitten.....Murray
Howell.....3 mins.
Winn.....Lamert
Seabreeze.....Westcott
Stella.....Westcott
Payne.....Westcott

There was a very light breeze when the boats were despatched, and spinners were astern to starboard for the run down, the *Sheila* being before getting to the mark boat. The *Cam* and the *Sheila* kept to the middle of the Harbour, the rest of the fleet going more towards Stonecutters'. All came together again at the mark boat, and went round pretty much in a bunch. It was a beat up to the Minefield Buoy still in very light airs. Spinners were astern, going close to the wind, did remarkably well. After rounding the Minefield Buoy, and half way there a breeze got up from the south-west, and spinners were taken into the boat and beat up to the mark. After rounding it, it was a reach for home, some of the boats getting out their spinners again. The whole fleet was more or less becalmed in the middle of the Harbour, but the *Cam* and the *Seabreeze*, going over to the *Kitten*, soon shot in the wake of the *Stella* and came to anchor before the rest of the fleet, and got home first along with the *Kitten*. The *Seabreeze* saved her time and got first place. The following were the times:—

Cam (40 marks).....2 45
Kitten (40 marks).....2 47
Seabreeze (40 marks).....2 49
Stella (40 marks).....2 50
Payne (40 marks).....2 58
Subject to the decision of the Committee, the following are the total points:—
Cam.....38 marks
Stella.....33
Peter.....33
Kitten.....31
Seabreeze.....11
Stella.....10
Mary Ann.....1

HONGKONG RIFLE ASSOCIATION.
Eighteen competitors took part in the shooting on Saturday, Commander Ash, R.N., took the spoon for the best marksmanship. Messrs Chapman, McDonald and Stewart each won a spoon for Handicap aggregate.

THE FATE OF CAPTAIN WILSON AND HIS FAMILY.
Cape Town, Jan. 13.—Details of the massacre of Captain Wilson's party by the Matabele were received here today from Bulawayo. They show that Captain Wilson and his men were a hard fight, and that the Matabele were defeated. The Matabele were defeated, and the Matabele were defeated.

The Matabele were defeated, and the Matabele were defeated. The Matabele were defeated, and the Matabele were defeated. The Matabele were defeated, and the Matabele were defeated.

The Matabele were defeated, and the Matabele were defeated. The Matabele were defeated, and the Matabele were defeated. The Matabele were defeated, and the Matabele were defeated.

The Matabele were defeated, and the Matabele were defeated. The Matabele were defeated, and the Matabele were defeated. The Matabele were defeated, and the Matabele were defeated.

The Matabele were defeated, and the Matabele were defeated. The Matabele were defeated, and the Matabele were defeated. The Matabele were defeated, and the Matabele were defeated.

The Matabele were defeated, and the Matabele were defeated. The Matabele were defeated, and the Matabele were defeated. The Matabele were defeated, and the Matabele were defeated.

The Matabele were defeated, and the Matabele were defeated. The Matabele were defeated, and the Matabele were defeated. The Matabele were defeated, and the Matabele were defeated.

and that no further determined resistance was to be expected. Determined after the King, keeping up a running fire upon the retreating natives, who had been so far from the attention of Captain Wilson and his officers from the manoeuvre, which the King had planned.

In the meantime the mounted part of Captain Wilson's force had come separated from the native auxiliaries who, on foot, formed the rear guard of the small force. When King Lobengula saw that the British were surrounded on three sides, he made a stand on some high ground and at the same time the Matabele on the flanks began converging inward, and the fate of the British detachment was sealed.

When it was too late, Captain Wilson saw the trap into which he had fallen. He had a hand-to-hand conflict, during which the sword and revolver met the assegai and club, and the British were swept down beneath the onward rush of overwhelming numbers. During the latter part of the stand not a man of the British force was unharmed.

After all resistance had been overcome the triumphant natives stripped the trophies of every article of clothing and mutilated the bodies in a horrible manner.

Later dispatches say that some natives who have just arrived at Fort Toli report meeting a number of other natives carrying carbines and revolvers which had belonged to Captain Wilson's party, and from the same report came additional details of the massacre. Captain Wilson's force, outside of a few natives, is now said to have numbered thirty-four British troops, and the number of natives who surrounded him is variously estimated at from 1000 to 4000.

The Wilson party includes Captains Fitzgerald, Judd, Grogfield, Kierston and Barrow and Lieutenants Hughes and Duffin. Included under the command of these officers were a lot of young men belonging to some of the best families in England, who had enlisted as troopers in order to get their first taste of campaigning. Among the members was a son of Sir Julius Vogel, formerly Agent-General for New Zealand in London.

All reports confirm the statement that the young troops made a gallant defence, keeping the natives at bay for a comparatively long time owing to their excellent marksmanship. The report says that no man among them had one or more wounds, and all the Matabele were unable to sweep over them until they were completely exhausted and the whole party was weak from loss of blood. Then came the last rush of the Matabele and the last of the troops fell, pierced in several instances by long and cruel spears. The King, having initiated one serious blow on his enemies, made good his retreat to the wilderness.

BI-METALLISM.
In the course of a very sensible and very interesting letter on the above subject, replying to a letter by Mr. Barr Robertson, Mr. J. O. Auldjo writes to a home paper:—

I am sorry to have to contradict Mr. Barr Robertson, but I still adhere to my original statement that gold has depreciated 100 per cent, and that the gold prices of commodities have fallen one-half, and not one-third. If not, how can he reconcile the fact that the gold price of silver has fallen from 82d per oz. to 34d per oz. (omitting fractions) by the statement that the silver price of commodities are practically stationary? If the gold prices of commodities have only fallen one-third, and silver itself one-half, then silver prices can't have fallen one-quarter. What I maintain is that in Britain the purchasing power of silver—bullion, not coin—is unchanged, but must rise to meet its increased cost. In India, it has depreciated considerably from silver having been dumped down there, and in China it has appreciated moderately from being hoarded, owing to the belief of the Chinese that silver is a store of value, and that it will rise. What I maintain is that gold only fell below its cost of production, and consequently at any ratio favourable to silver, if gold and silver are held together, like two dogs in a leash, silver being the weaker would be forced to follow gold. The stronger dog, however, will not follow the weaker, but will follow the stronger

Mails.

U. S. Mail Line.

FIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

Produced Sailings from Hongkong.
City of Peking (via Nagasaki, Kobe, Yokohama, and Honolulu) ... at daylight.
City of Peking (via Nagasaki, Kobe, Yokohama, and Honolulu) ... at daylight.

City of Peking (via Nagasaki, Kobe, Yokohama, and Honolulu) ... at daylight.
City of Peking (via Nagasaki, Kobe, Yokohama, and Honolulu) ... at daylight.

City of Peking (via Nagasaki, Kobe, Yokohama, and Honolulu) ... at daylight.
City of Peking (via Nagasaki, Kobe, Yokohama, and Honolulu) ... at daylight.

City of Peking (via Nagasaki, Kobe, Yokohama, and Honolulu) ... at daylight.
City of Peking (via Nagasaki, Kobe, Yokohama, and Honolulu) ... at daylight.

City of Peking (via Nagasaki, Kobe, Yokohama, and Honolulu) ... at daylight.
City of Peking (via Nagasaki, Kobe, Yokohama, and Honolulu) ... at daylight.

City of Peking (via Nagasaki, Kobe, Yokohama, and Honolulu) ... at daylight.
City of Peking (via Nagasaki, Kobe, Yokohama, and Honolulu) ... at daylight.

City of Peking (via Nagasaki, Kobe, Yokohama, and Honolulu) ... at daylight.
City of Peking (via Nagasaki, Kobe, Yokohama, and Honolulu) ... at daylight.

City of Peking (via Nagasaki, Kobe, Yokohama, and Honolulu) ... at daylight.
City of Peking (via Nagasaki, Kobe, Yokohama, and Honolulu) ... at daylight.

City of Peking (via Nagasaki, Kobe, Yokohama, and Honolulu) ... at daylight.
City of Peking (via Nagasaki, Kobe, Yokohama, and Honolulu) ... at daylight.

City of Peking (via Nagasaki, Kobe, Yokohama, and Honolulu) ... at daylight.
City of Peking (via Nagasaki, Kobe, Yokohama, and Honolulu) ... at daylight.

City of Peking (via Nagasaki, Kobe, Yokohama, and Honolulu) ... at daylight.
City of Peking (via Nagasaki, Kobe, Yokohama, and Honolulu) ... at daylight.

City of Peking (via Nagasaki, Kobe, Yokohama, and Honolulu) ... at daylight.
City of Peking (via Nagasaki, Kobe, Yokohama, and Honolulu) ... at daylight.

City of Peking (via Nagasaki, Kobe, Yokohama, and Honolulu) ... at daylight.
City of Peking (via Nagasaki, Kobe, Yokohama, and Honolulu) ... at daylight.

City of Peking (via Nagasaki, Kobe, Yokohama, and Honolulu) ... at daylight.
City of Peking (via Nagasaki, Kobe, Yokohama, and Honolulu) ... at daylight.

City of Peking (via Nagasaki, Kobe, Yokohama, and Honolulu) ... at daylight.
City of Peking (via Nagasaki, Kobe, Yokohama, and Honolulu) ... at daylight.

City of Peking (via Nagasaki, Kobe, Yokohama, and Honolulu) ... at daylight.
City of Peking (via Nagasaki, Kobe, Yokohama, and Honolulu) ... at daylight.

City of Peking (via Nagasaki, Kobe, Yokohama, and Honolulu) ... at daylight.
City of Peking (via Nagasaki, Kobe, Yokohama, and Honolulu) ... at daylight.

City of Peking (via Nagasaki, Kobe, Yokohama, and Honolulu) ... at daylight.
City of Peking (via Nagasaki, Kobe, Yokohama, and Honolulu) ... at daylight.

City of Peking (via Nagasaki, Kobe, Yokohama, and Honolulu) ... at daylight.
City of Peking (via Nagasaki, Kobe, Yokohama, and Honolulu) ... at daylight.

City of Peking (via Nagasaki, Kobe, Yokohama, and Honolulu) ... at daylight.
City of Peking (via Nagasaki, Kobe, Yokohama, and Honolulu) ... at daylight.

City of Peking (via Nagasaki, Kobe, Yokohama, and Honolulu) ... at daylight.
City of Peking (via Nagasaki, Kobe, Yokohama, and Honolulu) ... at daylight.

City of Peking (via Nagasaki, Kobe, Yokohama, and Honolulu) ... at daylight.
City of Peking (via Nagasaki, Kobe, Yokohama, and Honolulu) ... at daylight.

City of Peking (via Nagasaki, Kobe, Yokohama, and Honolulu) ... at daylight.
City of Peking (via Nagasaki, Kobe, Yokohama, and Honolulu) ... at daylight.

City of Peking (via Nagasaki, Kobe, Yokohama, and Honolulu) ... at daylight.
City of Peking (via Nagasaki, Kobe, Yokohama, and Honolulu) ... at daylight.

City of Peking (via Nagasaki, Kobe, Yokohama, and Honolulu) ... at daylight.
City of Peking (via Nagasaki, Kobe, Yokohama, and Honolulu) ... at daylight.

City of Peking (via Nagasaki, Kobe, Yokohama, and Honolulu) ... at daylight.
City of Peking (via Nagasaki, Kobe, Yokohama, and Honolulu) ... at daylight.

City of Peking (via Nagasaki, Kobe, Yokohama, and Honolulu) ... at daylight.
City of Peking (via Nagasaki, Kobe, Yokohama, and Honolulu) ... at daylight.

City of Peking (via Nagasaki, Kobe, Yokohama, and Honolulu) ... at daylight.
City of Peking (via Nagasaki, Kobe, Yokohama, and Honolulu) ... at daylight.

City of Peking (via Nagasaki, Kobe, Yokohama, and Honolulu) ... at daylight.
City of Peking (via Nagasaki, Kobe, Yokohama, and Honolulu) ... at daylight.

City of Peking (via Nagasaki, Kobe, Yokohama, and Honolulu) ... at daylight.
City of Peking (via Nagasaki, Kobe, Yokohama, and Honolulu) ... at daylight.

City of Peking (via Nagasaki, Kobe, Yokohama, and Honolulu) ... at daylight.
City of Peking (via Nagasaki, Kobe, Yokohama, and Honolulu) ... at daylight.

City of Peking (via Nagasaki, Kobe, Yokohama, and Honolulu) ... at daylight.
City of Peking (via Nagasaki, Kobe, Yokohama, and Honolulu) ... at daylight.

City of Peking (via Nagasaki, Kobe, Yokohama, and Honolulu) ... at daylight.
City of Peking (via Nagasaki, Kobe, Yokohama, and Honolulu) ... at daylight.

City of Peking (via Nagasaki, Kobe, Yokohama, and Honolulu) ... at daylight.
City of Peking (via Nagasaki, Kobe, Yokohama, and Honolulu) ... at daylight.

City of Peking (via Nagasaki, Kobe, Yokohama, and Honolulu) ... at daylight.
City of Peking (via Nagasaki, Kobe, Yokohama, and Honolulu) ... at daylight.

City of Peking (via Nagasaki, Kobe, Yokohama, and Honolulu) ... at daylight.
City of Peking (via Nagasaki, Kobe, Yokohama, and Honolulu) ... at daylight.

City of Peking (via Nagasaki, Kobe, Yokohama, and Honolulu) ... at daylight.
City of Peking (via Nagasaki, Kobe, Yokohama, and Honolulu) ... at daylight.

City of Peking (via Nagasaki, Kobe, Yokohama, and Honolulu) ... at daylight.
City of Peking (via Nagasaki, Kobe, Yokohama, and Honolulu) ... at daylight.

City of Peking (via Nagasaki, Kobe, Yokohama, and Honolulu) ... at daylight.
City of Peking (via Nagasaki, Kobe, Yokohama, and Honolulu) ... at daylight.

City of Peking (via Nagasaki, Kobe, Yokohama, and Honolulu) ... at daylight.
City of Peking (via Nagasaki, Kobe, Yokohama, and Honolulu) ... at daylight.

City of Peking (via Nagasaki, Kobe, Yokohama, and Honolulu) ... at daylight.
City of Peking (via Nagasaki, Kobe, Yokohama, and Honolulu) ... at daylight.

City of Peking (via Nagasaki, Kobe, Yokohama, and Honolulu) ... at daylight.
City of Peking (via Nagasaki, Kobe, Yokohama, and Honolulu) ... at daylight.

City of Peking (via Nagasaki, Kobe, Yokohama, and Honolulu) ... at daylight.
City of Peking (via Nagasaki, Kobe, Yokohama, and Honolulu) ... at daylight.

City of Peking (via Nagasaki, Kobe, Yokohama, and Honolulu) ... at daylight.
City of Peking (via Nagasaki, Kobe, Yokohama, and Honolulu) ... at daylight.

City of Peking (via Nagasaki, Kobe, Yokohama, and Honolulu) ... at daylight.
City of Peking (via Nagasaki, Kobe, Yokohama, and Honolulu) ... at daylight.

City of Peking (via Nagasaki, Kobe, Yokohama, and Honolulu) ... at daylight.
City of Peking (via Nagasaki, Kobe, Yokohama, and Honolulu) ... at daylight.

City of Peking (via Nagasaki, Kobe, Yokohama, and Honolulu) ... at daylight.
City of Peking (via Nagasaki, Kobe, Yokohama, and Honolulu) ... at daylight.

City of Peking (via Nagasaki, Kobe, Yokohama, and Honolulu) ... at daylight.
City of Peking (via Nagasaki, Kobe, Yokohama, and Honolulu) ... at daylight.

City of Peking (via Nagasaki, Kobe, Yokohama, and Honolulu) ... at daylight.
City of Peking (via Nagasaki, Kobe, Yokohama, and Honolulu) ... at daylight.

City of Peking (via Nagasaki, Kobe, Yokohama, and Honolulu) ... at daylight.
City of Peking (via Nagasaki, Kobe, Yokohama, and Honolulu) ... at daylight.

City of Peking (via Nagasaki, Kobe, Yokohama, and Honolulu) ... at daylight.
City of Peking (via Nagasaki, Kobe, Yokohama, and Honolulu) ... at daylight.

City of Peking (via Nagasaki, Kobe, Yokohama, and Honolulu) ... at daylight.
City of Peking (via Nagasaki, Kobe, Yokohama, and Honolulu) ... at daylight.

City of Peking (via Nagasaki, Kobe, Yokohama, and Honolulu) ... at daylight.
City of Peking (via Nagasaki, Kobe, Yokohama, and Honolulu) ... at daylight.

Mails.

NORDEUTSCHER LLOYD.

NOTICE.

STEAM FOR

SINGAPORE, COLOMBO, ADEN,

SUZ, PORT SAID,

NAPLES, GENOA,

ANTWERP, BREMEN & HAMBURG,

PORTS IN THE LEVANT, BLACK

SEA & BALTIC PORTS;

ALSO,

LONDON, NEW YORK, BOSTON,

BALTIMORE, NEW ORLEANS,

GALVESTON & SOUTH AMERICAN

PORTS.

THE COMPANY'S STEAMERS WILL CALL

AT SOUTHAMPTON TO LAND PASSENGERS

AND LOGGERS.

N.B.—Cargo can be taken on through Bills

of Lading for the principal places in

RUSSIA.

ON MONDAY, the 6th day of March,

1894, at 3 p.m., the Company's

Steamship *PALESTINE*, Capt. ...

and CARGO, will leave this port as above,

calling at NAPLES and GENOA.

Shipping Orders will be granted till

noon, on Saturday, the 3rd March.

Cargo and Specie will be received on

board until noon on MONDAY, the 6th

March, and Parcels will be received at the

Agency's Office until noon on SATURDAY,

the 4th March. Contents of Packages are

required. No Parcel Receipts will be

issued at less than 2s., and Parcels should

not exceed Two Feet Cubic in measure-

ment.

The Steamer has splendid Accommodation

and carries a Doctor and Stewardess.

Linen can be washed on board.

For further Particulars, apply to

MELORES & Co.,

Agents.

Hongkong, February 12, 1894. 301

Occidental & Oriental Steam-

Ship Company.

TAKING CARGO AND PASSENGERS

TO JAPAN, THE UNITED

STATES, MEXICO, CENTRAL AND

SOUTH AMERICA, AND EUROPE,

VIA

THE OVERLAND RAILWAYS,

AND

ATLANTIC & OTHER CONNECTING

STEAMERS.

VIA INLAND SEA OF JAPAN AND

HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Belgia (via Nagasaki, Kobe, Inland Sea and Yokohama) ... at daylight.*Cocaine* (via Nagasaki, Kobe, Inland Sea and Yokohama) ... at daylight.*Belgia* (via Nagasaki, Kobe, Inland Sea and Yokohama) ... at daylight.*Cocaine* (via Nagasaki, Kobe, Inland Sea and Yokohama) ... at daylight.*Belgia* (via Nagasaki, Kobe, Inland Sea and Yokohama) ... at daylight.*Cocaine* (via Nagasaki, Kobe, Inland Sea and Yokohama) ... at daylight.*Belgia* (via Nagasaki, Kobe, Inland Sea and Yokohama) ... at daylight.*Cocaine* (via Nagasaki, Kobe, Inland Sea and Yokohama) ... at daylight.*Belgia* (via Nagasaki, Kobe, Inland Sea and Yokohama) ... at daylight.*Cocaine* (via Nagasaki, Kobe, Inland Sea and Yokohama) ... at daylight.*Belgia* (via Nagasaki, Kobe, Inland Sea and Yokohama) ... at daylight.*Cocaine* (via Nagasaki, Kobe, Inland Sea and Yokohama) ... at daylight.*Belgia* (via Nagasaki, Kobe, Inland Sea and Yokohama) ... at daylight.*Cocaine* (via Nagasaki, Kobe, Inland Sea and Yokohama) ... at daylight.*Belgia* (via Nagasaki, Kobe, Inland Sea and Yokohama) ... at daylight.*Cocaine* (via Nagasaki, Kobe, Inland Sea and Yokohama) ... at daylight.*Belgia* (via Nagasaki, Kobe, Inland Sea and Yokohama) ... at daylight.*Cocaine* (via Nagasaki, Kobe, Inland Sea and Yokohama) ... at daylight.*Belgia* (via Nagasaki, Kobe, Inland Sea and Yokohama) ... at daylight.*Cocaine* (via Nagasaki, Kobe, Inland Sea and Yokohama) ... at daylight.*Belgia* (via Nagasaki, Kobe, Inland Sea and Yokohama) ... at daylight.*Cocaine* (via Nagasaki, Kobe, Inland Sea and Yokohama) ... at daylight.*Belgia* (via Nagasaki, Kobe, Inland Sea and Yokohama) ... at daylight.*Cocaine* (via Nagasaki, Kobe, Inland Sea and Yokohama) ... at daylight.*Belgia* (via Nagasaki, Kobe, Inland Sea and Yokohama) ... at daylight.

Intimations.

NGAI SHANG,

20, QUEEN'S ROAD CENTRAL.

BATTAN FURNITURE of Every

Description.

CHAIRS, COUCHES, TABLES, BASKETS,

CHILDREN'S COTS, &c., &c.

Latest Patterns, Best Workmanship.

Rattan Core, Split Rattan, Canton Road

and Sundries of all kinds.

Hongkong, November 17, 1893. 1897

CHAS. J. GAUPP & Co.,

Chronometer, Watch & Clock Makers,

Jewellers, Gold & Silversmiths.

NATURAL SCIENTIFIC AND

METEOROLOGICAL

INSTRUMENTS.

VOIGTLANDER'S DELICATE

BINOCULARS AND TELESCOPES.

REPAIRS OF ALL KINDS OF COMPASSES,

ADMIRALTY & NAVAL CHARTS,

NATURAL BOXES.

English Silver & Electro-Plated Ware,

Ornamental & Co.'s Electro-Plated Ware,

GOLD & SILVER JEWELLERY

in great variety.

DIAMOND JEWELLERY,

A Splendid Collection of the Latest LONDON

Patterns, at very moderate prices. 742

CANADIAN PACIFIC RAILWAY COMPANY'S

ROYAL MAIL STEAMSHIP LINE.

1894.

SAFETY—SPEED—PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE,

VIA CANADA AND THE UNITED STATES.

(Calling at SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)

Twin Screw Steamships—6,000 Tons—10,000 Horse power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF INDIA, Comdr. G. F. MARSHALL, R.N.R., WEDNESDAY, 21st Feb.

EMPRESS OF JAPAN, Comdr. G. A. LEE, R.N.R., WEDNESDAY, 21st March.

EMPRESS OF CHINA, Comdr. R. ARTHUR, R.N.R., WEDNESDAY, 11th April.

THE magnificent Steamships of this Line pass through the famous INLAND SEA OF

JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.O.)

in 12 DAYS, making close connection at Vancouver with the PALATIAL TRANS-

CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY leaving there

daily, and cross the Continent from the PACIFIC TO THE ATLANTIC

WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New

York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and

the Continent are given choice of.

Passengers booked through to principal points at reduced rates, Good for 4, 6, 8 and 12 months.

SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval,

Military, Diplomatic and Civil Services, and to European Officials in the Service of

China and Japan Governments.

EXCURSION TICKETS to San Francisco Midwinter Fair, CIRCULAR

PACIFIC TICKETS Hongkong Vancouver to Sydney Australia via

Honolulu and Sydney to Hongkong via Brisbane and Torres Straits, Good for 9

months £100.

The attractive features of this Company's route, embraces its PALATIAL

STEAMSHIPS, (second to none in the world), the LUXURIOUS OF ITS

TRANSCONTINENTAL TRAINS (the Company having received the highest award

for same at recent Chicago World's Exhibition) and the diversity of MAGNIFICENT

MOUNTAIN AND LAKE SCENERY through which the Line passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and

operated by the Company, and their appointments and cuisine are unequalled.

For further information, Maps, Guide Books, Rates of Passage, etc., apply to

D. E. BROWN, General Agent,

PADDOCK STREET.

Hongkong, January 24, 1894. 177

SHARE LIST.—QUOTATIONS.—FEB. 19, 1894.

Stocks

No. of Shares

Value

Paid-up

Closing Quotations

Cash.

Hongkong and Shanghai Bank Co.

Bank of China, Japan and Straits

National Bank of China, Limited

Qanton Insurance Office Co., Ltd.

Qanton Traders' Insurance Co., Ltd.

North-China Insurance Co., Ltd.

Straits Insurance Co., Ltd.

Yonghe Insurance Association, Ltd.

For Sale.

FOR SALE.

JAPAN HAND-MADE PAPERS.

JAPAN PRINTING PAPERS.

JAPAN COPYING PAPERS.

JAPAN WALL PAPERS.

&c., &c., &c.

PRICES VERY MODERATE.

ORDERS to be respectfully received by

the Undersigned.

MITSUI BROS. KAISHA,

8, Queen's Road Central.